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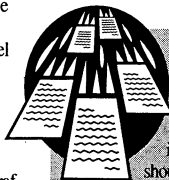
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## RECOMMENDATION OF TRUCK REPORTS

RECOMMENDATIONS	ACTIONS OR REPOSES
<p><b>ENHANCED ENFORCEMENT (A)</b></p>	<ul style="list-style-type: none"> <li>• additional truck enforcement discussed at Traffic and Transportation Committee meeting held on May 27, 1998</li> <li>• truck and traffic team does not cover busy time of 5:00 a.m. to 7:00 a.m.</li> <li>• order adopted at October 21, 1998 Traffic and Transportation Committee meeting on enforcement of truck restriction before 7:00 a. m. be referred to the City Manager for a plan.</li> <li>• additional truck team added – discussed at the Traffic and Transportation Committee meeting of Oct. 7, 1998</li> <li>• overall reports discussed at the May 27, 1998 Traffic and Transportation Committee meeting re: ticketing.</li> </ul>
<p><b>TRUCK RESTRICTIONS (A)</b></p>	<ul style="list-style-type: none"> <li>• city wide, alternate route or regional route - MHD requirement discussed at the October 7, 1998 Traffic and Transportation Committee meeting</li> <li>• alternate route of Mass Pike to Rout 128 and Route 93 discussed at October 7, 1998 Traffic and Transportation Committee meeting</li> </ul>
<p><b>NIGHTTIME TRUCK RESTRICTION (A) AND (B)</b>  <b>DAYTIME RESTRICTION (A)</b>  <b>EVALUATION OF DAYTIME THROUGH TRUCK ROUTE (B)</b></p>	<ul style="list-style-type: none"> <li>• discussed at the May 27 and October 7, 1998 Traffic and Transportation Committee meeting</li> <li>• discussed at the May 27, 1998 Traffic and Transportation Committee meeting</li> <li>• discussed at the April 28, 1998 Traffic and Transportation Committee meeting which Reports A and B were considered</li> </ul>

<p><b>LOCAL TRUCK STUDIES (A)</b>  <b>TRUCK TRAFFIC DATA AND ANALYSIS (B)</b></p>	<ul style="list-style-type: none"> <li>• discussed at October 21, 1998 Traffic and Transportation Committee meeting</li> <li>• order adopted for sum in budget for supplementing cordon counts data for Central and Harvard Square</li> <li>• Cordon counts received at October 21, 1998 Traffic and Transportation Committee meeting</li> </ul>
<p><b>COORDINATION WITH ADJACENT COMMUNITIES (A)</b></p>	<ul style="list-style-type: none"> <li>• order adopted at October 7, 1998 Traffic and Transportation Committee meeting requiring communication with other communities</li> </ul>
<p><b>REGIONAL TRUCK STUDY AND ROUTING (A) AND (B)</b></p>	
<p><b>HAZARDOUS CARGO STUDY (A)</b>  <b>DIVERSION OF HAZARDOUS MATERIAL FROM BOSTON (B)</b></p>	<ul style="list-style-type: none"> <li>• discussed at October 21, 1998 Traffic and Transportation Committee meeting</li> <li>• 87% gasoline carriers – large trailer trucks – trips peak at 6:00 a. m.</li> <li>• 60% fuel carriers – single unit carriers – peak from 7:00 a.m. to 1:00 p.m.</li> </ul>
<p><b>TRAFFIC CALMING (A) AND (B)</b></p>	

**AGGRESSIVE ENFORCEMENT OF EXISTING  
REGULATIONS (B)  
LOCAL ZONING LAW BAN**

- Plaistow case discussed at April 28 and October 7, 1998 Traffic and Transportation meeting.
- ADL Study discussed at the may 27, 1998 Traffic and Transportation Committee meeting - Order adopted that the City Council be provided with a report on the hazardous cargo and what needs to be done to complete the ADL Study on hazardous cargo.
- draft regulations and devise legal strategy discussed at the April 28, 1998 Traffic and Transportation Committee meeting.

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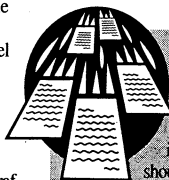
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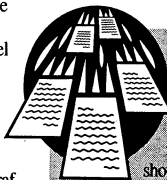
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Perhaps the wrong test is being administered to the wrong people.

The test results will undoubtedly spark a new round of curriculum debate, and swirling in the sound and fury is sure to be anxiety over how to prepare our children for the Millennium (more accurately, the Second Millennium, although few people call it this).

From the nation's president to the local school committee, the question is posed, How do we best prepare our children for 2000 — as if we were talking about preparing them for a long European vacation or a tour in outer space. We imagine that 2000 will mark some kind of worldwide watershed, the threshold of a global, super-tech renaissance, where children who cannot maneuver their way through cyberspace or be more familiar with windows 2000 than with remedial Spanish will be sorrowfully left behind in horse-and-buggy 20th-century thinking.

It is likely, however, that the Second Millennium will not change much in America. Education problems prevalent in 1998 — poor student-to-teacher ratios; the difficulty of recruiting faculty talent; the dearth of updated and current texts; the need for a drug-free, violence-free, sex-offender-free school environment; and of course the endless and tiresome debate over pedagogy — are likely to be with us in 2000 and well beyond.

The rhetoric of education reform should concern itself less with preparing for an imagined future and more with dealing with the undeniable reality of now.

Whatever the MCAS results will be for a given child, one thing remains certain: Adults keep secrets from children — things that will reveal, but which parents never admit: that few people in high school who take trigonometry and analytic geometry end up using it in the real world; that no job interviewer will ask what you got on your SATs; that it matters more what you make of college than which college you get into; that more important than content of learning are the skills of learning and the desire to learn; and that there is no test — not one — that accurately or quietly measures a person's worth, abilities, intelligence or what he or she can do, dream and become.

CAMBRIDGE TAB, NOV. 23, 1998

## Letters to the Editor

### Tax increase a big deal

I recently received my annual property tax bill for my commercial property in Cambridge. I am still in shock after reading it! I was positive someone had made some sort of error.

I proceeded to go directly to the assessor's office to clear up this matter. Apparently, my taxes had gone up \$17,000!! You could well imagine my shock at this point. The response I received from the clerk at the counter was, "That's no big deal," and started to laugh. I don't find this situation amusing. She then handed me a form to file for an abatement in disgust, and walked away.

First of all, why does the city need to raise taxes once again? It seems they still have a surplus from last year. This surplus would continue into this year as well. Secondly, a slight increase would be one thing, but an increase of one-third is criminal. This increase should be argued by everyone else in Cambridge.

The people I feel sorry for are the employees who won't get a pay raise because of this. I also feel sorry for the woman in the assessor's office who seems to feel this "is no big deal!"

It is a big deal!!

David A. Pallotta, Cambridge

### Avert the coming of 'Carmageddon'

Thank you for your recent article "T-Spending: Suburbs vs. City" (Nov. 10). Besides addressing the issue of whether the MBTA is doing enough to improve its urban service, the broader question of whether federal, state, and local authorities are serious about increasing public transportation use at all must also be raised.

The article cited that \$550 million in projected highway expansion is expected to be spent by 2010. This figure evidently does not include the estimated \$12 billion going towards the Central Artery project. Whatever its aesthetic merits, the Big Dig must certainly be classified as a road widening scheme, clearly dwarfing any and all expected public transportation funding.

It is important to recognize that Massachusetts is currently classified as being in statewide "serious noncompliance" with federal clean air standards. In 1975 a State Implementation Plan (SIP) was initiated in order to meet mandatory air quality levels. The uncompleted public transit projects that form the Attorney General's suit are themselves measures added to the SIP as mitigation for the Central Artery project, and are but one example of many by which the SIP has apparently been circumvented.

From its initiation, a key provision of the SIP included a commercial parking freeze in downtown Boston — from the waterfront to Mass. Ave. Subsequently, both East Boston and South Boston were included in the freeze area. During the recent building boom, both the effectiveness of a commercial parking freeze and authorities' commitment to reducing automobile travel have been seriously questioned since tens of thousands of employee and residential parking spaces have been constructed. Moreover, those living outside the boundaries of the freeze have seen an exponential increase in commercial parking.

Nowhere is this more apparent than in the already traffic-choked Fenway where it is estimated that approximately 40 percent of the area's land use is already dedicated to parking, and the most recent inventory counted more than 17,000 commercial parking spaces. Despite

vocal neighborhood opposition and its location next to the Fenway T-stop, approval was given for an 1,800 car facility at the Landmark Center. The Millennium air rights proposal calls for construction of a 900 car garage, establishing an auto-centered precedent for future projects over the tumpike. Apparently paving the way, so to speak, for the Fenway Park Megaplex, a recent study by the Boston Transportation Department included the recommendation for a five to six thousand car garage over the pike near Kenmore Square, where levels of airborne particulates are already among the highest in the Commonwealth.

Since the enactment of the State Implementation Plan, the number of registered cars in Boston alone has doubled. The latest survey by the Central Transportation Planning Staff showed that from 1980-1990, the share of metro Boston commuters traveling in single-occupant vehicles has risen from 37 percent to 43.7 percent while those utilizing public transit has decreased to 33.5 percent. And why not? Failure to invest in public transportation, combined with increasing parking availability and road capacity, all indicate that federal, state and local authorities are remiss in their obligation to support and fund sustainable transit options. Strict enforcement, control strategies, and a radical change in transportation policy are necessary to avert the coming of "Carmageddon."

James J. Morgan, Fenway Action Coalition, Boston

### Arafat should keep his promises

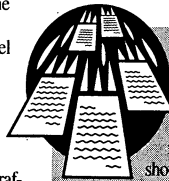
Poor Yassir Arafat. His time-proven technique of diplomacy is just not working.

President Arafat has signed four peace agreements with Israel. Each time he promised that he would eliminate from his Constitution (called the Covenant) those sentences that called for the destruction of the State of Israel and elimination of all the Jews living in Israel. He has also made minor promises, such as not to incite violence nor teach hatred, to limit his military in terms of weapons and numbers, and to generally cooperate with Israel and seek peace. He has not kept any of those signed promises. In the past, Israel has fulfilled all the promises it made at each of the peace conferences.

Now, again, there is a promise of land to be turned over by Israel to the Palestinians for peace. Unfortunately, Israel is not going to turn land over until the Palestinians fulfill their promises. The first promise was that the Palestinians would eliminate terrorism and that he, Arafat, would submit a plan to do so. That was step No. 1. It has not been fulfilled and, yet, Arafat is demanding that Israel keep its portion of the agreements and turn land over to his control immediately. Israel is justly refusing to turn land over until the promise of step No. 1 is completed.

Unfair! Israel has always kept its portions of the agreements. Why shouldn't Arafat do the same? After all, Israel, with all of the previous peace agreements, did everything that Arafat wanted without a single Palestinian promise being fulfilled in return.

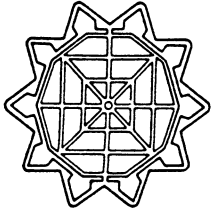
Yale J. Berry, M.D., Brookline



### Tell us what you think!

We want to hear from you. Letters or guest columns should be typewritten and signed; a daytime phone number is required for verification. Letters should be 300 words or fewer; columns should not exceed 700 words.

By mail: The TAB Community Newspapers, Letters to the Editor, 254 Second Ave., Needham, MA 02494. By phone: (781) 433-8202. By e-mail: tabnews@cab.com



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**Massachusetts  
Municipal  
Association**

Sixty Temple Place (800) 882-1498  
Boston, Massachusetts 02111 (617) 426-7272 FAX (617) 695-1314

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November 18, 1998

Dear Local Official,

The MMA Board of Directors adopted the MMA's 1999 legislative package at its November 10, 1998 meeting. A copy is enclosed. Again this year, the MMA will be holding a "Local Government Bill Signing Day" at the State House. Members of the House and Senate will have the opportunity to sponsor any or all of the items in our legislative package on:

**Monday, November 30, 1998  
State House  
Room A 1  
11:00 am to 1:00 pm**

We have sent a copy of our Legislative Package to the members of the House and Senate. Please contact your state legislators and ask them to attend the bill signing event and sponsor the MMA's legislative proposals. MMA staff will be present throughout the day to answer any questions your legislators may have.

If you have any questions on the legislative package please call David Baier, John Robertson, Thatcher Kezer, and Heather Sweeney. Thank you very much for your help. (

Sincerely



Geoffrey Beckwith  
Executive Director

# MMA Board OKs 1999 legislative package

The MMA Board of Directors on Nov. 10 approved the MMA's 1999 legislative package. The package is the culmination of planning, discussion and work by the association's policy committees. The committees receive ideas and suggestions from members and decide which proposals to submit to the board. The following are the proposals, as approved, listed by issue categories:

## Environmental

### 1 Community Preservation Act

More than 60 municipalities submitted Home Rule petitions during the 1997-98 legislative session seeking to establish a land bank program to protect open space. A land bank allows communities to establish a funding mechanism to enable them to purchase land as it comes on the market. To address this need, Sen. Robert Durand will file the Community Preservation Act.

#### ➤ This bill would:

- Permit a municipality by a referendum vote to establish either a local land transfer tax of up to 1 percent on real estate purchases, or a property tax surcharge of up to 3 percent, in either case exempting the first \$100,000 of value;
- Require a locally appointed board to draw up plans for the expenditure of land bank funds, subject to town meeting or city council and mayoral approval;
- Allow revenues from the land bank fund to be spent on any of these three categories: open space preservation, historic preservation, and housing. The bill would require that a minimum of ten percent of the funds be spent on each of the categories. The remainder of the funds would be spent according to the locally approved plan.

### 2 Household hazardous waste collection

Household hazardous waste collection programs are popular, but are sporadically scheduled and often inefficiently operated. In many instances the program has to be cut short because the collection site reaches maximum capacity shortly after the program begins.

➤ This bill would direct the Department of Environmental Protection, in consultation with the MMA, to promulgate a master plan for the safe, affordable, and efficient collection and disposal of household hazardous waste. The bill would also establish a \$7.5 million grant program for regional household hazardous waste collection programs.

### 3 Scrubber installation grants

State law requires that resource recovery facilities built after 1987 be constructed with air pollution control devices, called scrubbers, to prevent the emission of dangerous toxins. If emissions from resource recovery facilities built before 1987 exceed safe standards, then those facilities must be retrofitted with scrubbers. The resource recovery facility in Saugus, serving 15 communities, has already installed scrubbers and passed the cost along to the member communities. The resource recovery facility

in North Andover, serving 23 communities, has recently been ordered to install scrubbers. The cost of scrubbers is estimated at \$45 million-\$60 million.

➤ This bill would provide \$22 million in reimbursements to the 23 communities that use the North Andover facility and the 15 communities that use the Saugus facility. This funding was vetoed by the governor when it was included in a capital funding bill in July.

### 4 Landfill capping grants

Communities throughout Massachusetts face the substantial cost of capping and closing municipal landfills. State Auditor Joseph DeNucci has estimated that the total cost for capping and closing municipal landfills will be \$264 million, with an average cost of \$3 million per community. In addition, many communities have already capped their landfills based on a promise of state assistance, but such assistance has been delayed or amounted to less than promised.

The 1987 Solid Waste Act provided for nearly \$100 million in state assistance for the capping and closing of landfills, but the Executive Office of Environmental Affairs and the Department of Environmental Protection have never included these bond authorizations in their requests for their share of bond spending permitted under the bond cap.

➤ This bill would authorize and direct the DEP to implement the Solid Waste Act by writing rules and regulations for a landfill capping grant program to provide state assistance to communities that are closing or have closed their landfills in accordance with DEP rules and regulations.

## Fiscal Policy

### 5 Pension obligation funding bonds

State law does not permit cities and towns to issue bonds or notes for the purpose of funding all or any portion of the unfunded pension liability of the retirement system as is now done in a number of other states.

➤ This bill would authorize cities and towns to issue pension obligation bonds in order to reduce the cost of fully financing local pension obligations.

### 6 Bond authorization

Under current law, the issuance of bonds and bond refunding by a city must be approved by a city council vote. Council approval can delay the bond refunding process, which can result in higher interest rates.

➤ This bill would substitute city council approval with

approval by the city manager or, if none, the mayor. Proposed executive branch approval of refunding bonds would be the same as for towns, where the board of selectmen authorize refunding debt.

### **7 Municipal refunding flexibility**

The requirement that principal payments of refunding debt be due at a specific time during the fiscal year creates unnecessary complexity and limitations on the structure of refunding issue.

➡ **This bill would** allow local governments to structure re-fundings so that principal payments of the refunding issue can be due at any time during the appropriate fiscal year.

### **8 Departmental revolving funds rules**

Section 53E 1/2 of Chapter 44 authorizes cities and towns to establish one or more revolving funds for individual municipal departments and to set a limit on expenditures from each fund. Annual reauthorization is required for each fund by town meeting upon the recommendation of the board of selectmen in the case of a town, and by the city council upon the recommendation of the mayor or city manager in the case of a city.

➡ **This bill would** eliminate, at local option, the annual approval requirement and replace it with a one-time authorization by the local appropriating authority that would be revisited only to change the dollar limit or revoke the authorization.

### **9 Tax-exempt property study commission**

There are no provisions in current law that protect cities and towns from revenue loss or a shift in tax burden when taxable property is acquired by a tax-exempt entity. The payment-in-lieu-of-taxes law provides municipalities with payments for revenues lost only on the value of land (not improvements) purchased by the state. This program was partially funded for fiscal 1999.

➡ **This bill would** establish a special legislative commission to study the impact on cities and towns of exemptions from the property tax and on ways to protect municipalities from the loss of property tax revenues and shifting burdens.

### **10 Property tax collection and foreclosure**

Cities and towns frequently face substantial delays in collecting property tax amounts through the foreclosure process.

➡ **This bill would:**

- Establish a "fast track" foreclosure procedure for parcels in tax title with a debt owed to the city or town of 50 percent or more of the current assessed value or if the base year of the tax title is five years or greater;
- Eliminate the requirement that all title examiners be lawyers and authorize any "qualified person" to act as an examiner;
- Authorize cities and towns to bundle parcels in the foreclosure procedure when there is a single owner of parcels in tax title that are contiguous;
- Increase the ceiling on the land-of-low-value foreclosure process from \$5,000 to \$10,000.

### **11 General and special purpose capital funds**

Under Section 5B of Chapter 40 of the General Laws, cities, towns and districts may appropriate amounts for a local stabilization fund that may be used to support capital spending programs and other municipal purposes. Various special acts authorize individual cities and towns to establish local capital improvement funds, including Leominster (Chapter 104 of the Acts of 1995) and Ashburnham (Chapter 250 of the Acts of 1995). Other acts allow municipalities to establish special purpose reserve funds, such as pension reserve funds.

➡ **This bill would** authorize cities and towns to establish general or special purpose capital or other funds for use under such conditions that may be established locally through ordinance or bylaw.

### **12 Extending the state mandates law**

Under Section 27C of Chapter 29 of the General Laws, the mandates law applies to statutes, rules and regulations taking effect on or after Jan. 1, 1981, that impose a "direct service or cost obligation." A Supreme Judicial Court ruling established that the law does not apply to any service or cost that the municipality had voluntarily entered into.

➡ **This bill would** amend the mandates law to cover the cost of post-mandates law expansion of pre-mandates law statutes and regulations. It would also cover costs imposed on municipalities for discretionary activities.

### **13 Retirement board administrative expenses**

Under Section 22 of Chapter 32 of the General Laws, as amended by the disability retirement act (Chapter 306 of the Acts of 1996), the administrative expenses of local retirement boards are funded from investment income of the retirement system. This new law removes the direct non-appropriated payment of administrative expenses.

➡ **This bill would** require retirement boards to submit budget requests for administrative activities to the municipal executive in the same manner as other municipal departments and would require administrative expenditures to be subject to approval.

### **14 Local contributions to schools**

Under Chapter 70, cities and towns contributing less than the state-set local effort target must increase their minimum local contribution. For municipalities contributing more than the effort target, the local contribution may be reduced, but not beneath a specified floor (fiscal 1993 contribution or effort target). For "under effort" cities and town, the law requires increases in the local contribution even when spending is greater than the foundation budget amount. For municipalities that are members of more than one school district, the law, as implemented by the Department of Education, requires proportionate increases in the local contribution among districts even when spending in one district is closer to the foundation amount than in others.

➡ **This bill would** establish a cap on increases in local contributions to school districts in which the minimum required net school spending exceeds 125 percent of the foundation budget amount.

### **15 State motor fuels excise exemptions**

Under Chapter 64A (gasoline excise) and Chapter 64E (special fuels excise) of the General Laws, local government is required to pay an excise. No exemption is provided.

➔ **This bill would** establish an exemption for cities, towns and regional school districts. It would also provide for reimbursement of any excise amount paid during a year.

### **16 Fund transfer by municipal executive**

Under Section 33B of Chapter 44 of the General Laws, a "town may, by majority vote at any meeting duly held, transfer any amount previously appropriated to any other use authorized by law."

➔ **This bill would** authorize, through bylaw, the board of selectmen with the approval of the finance committee to transfer a limited amount of funds from one account to another at the end of a fiscal year. Transfers would be authorized only in May and June and the total amount of transfers in any year would be capped at 1 percent of the amount of the non-school operating budget. Local option would be by vote of town meeting.

### **17 Minimum motor vehicle excise**

Under Section 1 of Chapter 60A (motor vehicle excise) of the General Laws, the minimum motor vehicle excise amount is \$5, which does not cover the cost of collection.

➔ **This bill would** increase the minimum motor vehicle excise amount from \$5 to \$25.

### **18 Boat excise collection**

Under Section 4 of Chapter 60B (boat excise) of the General Laws, "[f]ailure to pay said [boat] excise by the date due shall result in a penalty being imposed which shall be equal to \$20 or 20 percent of the amount of the excise due, whichever is greater. The penalty shall be in addition to the amount of excise due and any interest thereon imposed by law. If said excise remains unpaid after the due date, the harbormaster of a city or town shall refuse to allow the vessel to moor, dock or otherwise be situated within the waterways of said city or town." Under Chapter 60B, the excise is \$10 per \$1,000 of valuation (capped), with no minimum amount. The excise for water craft with low values does not cover the cost of collection.

➔ **This bill would** prohibit any boat owner from registering a boat until all boat excise amounts had been paid. This proposal would also set a \$25 minimum amount for the boat excise.

### **19 Taxation of businesses on state authority and agency property**

Under various general and special laws, property leased by commercial enterprises on land owned by public authorities, including certain land on state agency property, is exempt from the property tax. In 1995, cities and towns were authorized to tax commercial enterprises on Massachusetts Turnpike Authority property (Section 204 of Chapter 38 of the Acts of 1995).

➔ **This bill would** extend the Chapter 38 provisions governing taxation of Turnpike Authority property to other state authorities, including the Massachusetts Bay Transportation Authority and other transportation authorities, the Massachusetts Port Authority, the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority, the Massachusetts Convention Center Authority, and the Massachusetts Water Resources Authority. It would also extend similar provisions to property owned by state agencies.

### **20 Chapter 70 hardship relief provision**

There is no permanent provision for relief to cities and towns experiencing financial hardship under Chapter 70 as a result of the minimum local contribution requirement for school spending. Each year, a hardship provision is enacted for one year only as part of the budget law for the year. Municipalities and school districts must wait until after the state budget is enacted in July to find out if there will be a relief program and, if so, how its provisions will work.

➔ **This bill would** establish in Chapter 70 a relief program for cities and towns that experience financial hardship. The program would be administered by the Department of Revenue's Division of Local Services. It would make permanent the temporary relief programs that have been enacted as sections to the state's fiscal 1994 through 1997 budgets. The bill also would broaden the definition of hardship to include instances when the growth in the mandated local contribution exceeds growth in local revenues. This provision was added to allow municipalities that are members of regional school districts to apply for relief when the local contribution requirement is substantially out of line with local revenue growth. These municipalities should be able to apply for relief, but generally are unable to, under existing relief provisions. The Division of Local Services would have the flexibility to grant all or only a portion of any relief requested by a city or town.

### **21 School spending accountability**

Under Chapter 70 and other chapters of the General Laws, a school committee may transfer funds between accounts on its own initiative, including transfer of funds from accounts that count toward meeting the spending requirements under Chapter 70 to accounts that do not. Such transfers can cause a municipality to drop below the minimum spending requirement and be subject to the penalties for not meeting the requirement.

➔ **This bill would** allow cities and towns to make separate appropriations for those types of school spending that are not eligible to be counted as "net school spending." This includes student transportation, long-term debt service, school lunches, and others.

## **Municipal & Regional Administration**

### **22 Telecommunications tower siting**

On Jan. 9, 1998, the Department of Telecommunications and Energy ruled that wireless telecommunications providers are to be defined as public service corporations

under state law (M.G.L. Ch. 40A, Sect. 3). This distinction allows wireless telecommunication providers to apply to the DTE for exemption from city and town zoning by-laws and ordinances when siting a telecommunications tower.

➔ **This bill would** remove wireless telecommunications providers from the definition of public service corporations.

*Note: The Board of Directors voted to delay filing this legislation pending the outcome of ongoing negotiations between the MMA and wireless telecommunications service providers.*

### **23 Veterans agents**

Municipalities with populations of 12,000 or more are required to have a full-time veterans agent. Often, an agent is called upon to handle only four to six cases a year. This underutilization of personnel is an unnecessary expense that communities must bear.

➔ **This bill would** remove the population requirement to allow a community to determine whether it wants to have a full- or part-time veterans agent, or share the cost of a veterans agent with other contiguous communities.

### **24 Local government procedures**

Chapter 30B of the General Laws, the so-called Uniform Procurement Law, was designed to promote a competitive bidding process for goods and services. While the intent was to save cities and towns considerable time and money, and to prohibit fraud and corruption at the local level, it has proven to be, in many instances, cumbersome and costly to implement and enforce. Dollar thresholds determine the procedures – following sound business practices, seeking three written or oral quotations, or seeking competitive sealed bids – that cities and towns must follow. For purchases under \$1,000, cities and towns must follow sound business practices; for purchases between \$1,000 and \$5,000, cities and towns must seek three written or oral quotations, for purchases over \$5,000, cities and towns must seek competitive sealed bids.

➔ **This bill would** change the dollar thresholds as follows: sound business practices for purchases under \$5,000; three written or oral quotations for purchases between \$5,000 and \$25,000; competitive sealed bids for purchases over \$25,000. The legislation would also raise the requirement for bids for tangible supplies disposal from \$500 to \$5,000.

### **25 Good Faith Effort to Correct Y2K Problems**

Most municipalities are working to identify computer hardware and software that are not compliant for the year 2000 time change. Any equipment or systems that rely on a computer chip or software program are susceptible to this problem, such as computer controlled water and sewer systems, traffic lights and mainframe computer operations and software. Municipal officials are concerned that communities may be liable for problems caused by system failures due to the Y2K problem.

➔ **This bill would** protect cities and towns from liability for failures caused by equipment or systems that contain programs or computer chips that are not Y2K compliant, as long as the community exercises a good faith effort to identify and correct any non-compliant programs or computer chips.

## **Public Works, Transportation and Public Utilities**

### **26 Utility street excavations**

The Supreme Judicial Court has struck down city ordinances designed to protect communities from having to expend thousands of dollars annually to restore roads and sidewalks that are disfigured or made dangerous due to improper restoration work done by utility companies. The ordinances would have required utilities to pay maintenance and inspection fees as a prerequisite to opening a public way.

➔ **This bill would** return to cities and towns the authority to enforce utility street cut repair standards, to recover costs of enforcing or repairing utility street cuts, and to allow cities and towns to charge reasonable excavation permit fees.

### **27 Prevailing wage law exemptions**

Many smaller communities are required to pay the prevailing wage rate for projects based on the labor market in large cities, which greatly increases the percentage of project dollars spent on labor.

➔ **This bill would** exempt from the prevailing wage law construction projects of \$100,000 or less and communities with populations of 5,000 or less.

## **Personnel and Labor Relations**

### **28 Public employer right to jury trial**

Due to a recent court decision, only private companies and individuals can move a Massachusetts Commission Against Discrimination case to jury trial. In this case, the justices saw this as an oversight in the General Laws and not something the Legislature had intended.

➔ **This bill would** allow cities and towns to remove a case to a jury trial, giving them the same rights as other participants in the court system.

### **29 Multiple pension collection**

Currently, if a person retiring due to accidental disability selects option C, his or her spouse, former spouse, child, father, mother, sister, or brother can be his or her retirement beneficiary. If the retired person then dies of the same cause that he caused his or her retirement, the person's survivor qualifies for an accidental death benefit as well as the original pension. Therefore, the beneficiary may receive two pensions.

➔ **This bill would** allow for the collection of one pension.

### **30 Unemployment benefits clarification**

A municipality may be billed by the state for a portion of the unemployment benefits for a part-time municipal employee who is laid off from his or her primary job if the employee worked for the municipality in the prior year. The state is bound by federal law to base unemployment compensation on all wages earned in the previous year. For municipalities using the "contributory financing method" for unemployment insurance, the state's unemployment solvency account is charged to cover the benefits. Municipalities using the "reimbursable financing method," or self-insurance, however, are charged directly.

A second issue concerning unemployment benefits is that certain municipal managers are not eligible for unemployment because they are considered the employer's chief executive officer.

➡ **This bill would** amend Chapter 151A of the General Laws by exempting employers that self-insure for unemployment from paying unemployment benefits for employees that are laid off from other employers. It would also make all municipal employees eligible for unemployment benefits, including municipal managers who are chief executive officers.

### **31 Indemnification of municipal employees**

A municipal employee is no longer indemnified when he or she is no longer employed by the municipality.

➡ **This bill would** amend the indemnification law to cover actions taken during an individual's tenure in a municipality, even if the individual is no longer employed with the municipality.

### **32 Probable cause in MCAD cases**

The Massachusetts Commission Against Discrimination has been granting large damage awards in various discrimination cases. There are concerns regarding the MCAD's procedures for investigation and issuance of probable cause. It appears that some investigators do not have the experience or knowledge to review a charge and rebuttal on legal standards, resulting in poorly drafted probable cause findings. A municipality must then begin the costly process of discovery and trial preparation without clearly defined issues. In addition, the MCAD has awarded substantial emotional distress awards without the benefit of expert medical or other testimony.

➡ **This bill would** create a clear and well-articulated probable cause and complaint procedure similar to a labor relations commission complaint. It would also require expert testimony in the event of an emotional distress award.

### **33 Retiree health care benefits fund**

As municipalities gradually amortize the unfunded accrued liability for retirement costs, many are interested in doing the same for other post-retirement benefits, particularly health insurance.

➡ **This bill would** allow municipalities to establish post-retirement insurance liability funds. Cities and towns would be able to appropriate sums to such funds in order to offset the anticipated cost of premium payments for and direct payments to retired employees and

the eligible surviving spouse or dependents of deceased employees pursuant to Chapter 32B of the General Laws. Any interest generated would accrue to the fund.

### **34 School contract negotiation**

The municipal chief executive officer has a limited role in negotiating and approving school contracts, and the municipal legislative body has no role in the approval of funding for school contracts. Allowing more involvement by the municipal chief executive officer and legislative body would help to bring school negotiations within the context of municipal fiscal constraints.

➡ **This bill would** allow, at local option, the municipal chief executive officer to negotiate school collective bargaining agreements and would require, at local option, city council or town meeting approval of the funding of the agreements. It would also clarify the Education Reform Law to provide that the municipal representative in school collective bargaining has a role in the appointment of a bargaining subcommittee and the selection of the bargaining process.

### **35 Disability retirement law reforms**

Chapter 306 of the Acts of 1996 made sweeping changes in the disability retirement system for public employees. Municipalities are concerned about the dramatic impact of these changes, particularly in police and fire departments. Of particular concern is the removal of department head approval and any constraints over who is qualified to return to office.

➡ **This bill would** amend Chapter 306 to create standards for the return to work of those who have been absent the longest. These standards would include permitting the personnel administrator to make an assessment based on the candidate's performance under original hiring standards. \*

# Community Bulletin Board

FROM PAGE 26

- ▶ **PARENTS' AND CHILDRENS' SERVICES** need volunteers to become telephone counselors on the Parental Stress Line and the United Way's "First Call for Help" line. Comprehensive training is given and volunteers can choose from a variety of shifts. Call: 528-5902.
- ▶ **BIG BROTHER ASSOCIATION OF GREATER BOSTON** is looking for men to become volunteer mentors to boys waiting in this area. Informational sessions about the program are held in the agency's office at 286 Congress St., Boston, on Tuesdays and Wednesdays at 6 p.m. and on Thursdays at 12:15 p.m. Call: 542-9090.
- ▶ **CAMBRIDGE FAMILY AND CHILDREN'S SERVICE** seeks mentors to work with school aged children from various schools and shelters. Call: 876-4210, ext. 33.
- ▶ **BOSTON PUBLIC SCHOOLS** need volunteers to be literacy, math or science mentors. Call: Joyna Bozzotto at 451-6145.
- ▶ **ANGLO-CONTINENTAL SCHOOL** is seeking host families in Greater Boston to provide opportunities for cultural exchange, room and board to our international students. \$135 a week. Call: 491-2157.
- ▶ **THE MASSACHUSETTS ASSOCIATION FOR THE BLIND** seeks volunteers to read or shop with a visually impaired neighbor. Call: 732-0244.
- ▶ **INTERNATIONAL DEVELOPMENT** organization seeks qualified applicants to fill over 500 volunteer positions overseas in education/health/environment/business. Monthly living stipend, housing and medical and dental care provided. Must be a U.S. citizen. Call: Peace Corps at 800-424-8580, press 1, ask for ext. 647.
- ▶ **THE MASSACHUSETTS SOCIETY FOR THE PREVENTION OF CRUELTY TO CHILDREN** seeks volunteers for their team, "We're for Kids!" Work to prevent child abuse and neglect by influencing public policy. Call: Debbie Bergman at 800-884-8827.

- ▶ **GET A TAX REFUND** by donating your unwanted vehicle to Mothers Against Drunk Driving. Call: 800-720-6233.
- ▶ **THE HOSPITALITY PROGRAM** seeks volunteers to help provide housing to families of patients being treated at Boston area hospitals. Call: Su Patterson at 482-4338.
- ▶ **HELP AN ADULT LEARN TO READ.** Literacy Volunteers of Massachusetts will train you in Basic Literacy to teach adults in the Boston area. Your time and talent can change a life! Call: 367-1313.

## REUNIONS

- ▶ **NEWTON NORTH HIGHSCHOOL CLASS OF 1974**, are celebrating their reunion 11/27, 1999, at the Newton Marriott. Call: Maryann at: 781-834-2039, or forward your name and address to: NNHS Reunion Committee, PO Box 600-215, Newtonville, MA 02460.
- ▶ **NEWTON NORTH CLASS OF 1978** to hold 20 year reunion. 11/28, 6 p.m., at the American Legion Nonantum Post 440, 295 California St., New. \$30. Call: 978-597-2684.
- ▶ **THE CAMBRIDGE RINDGE AND LATIN SCHOOL CLASS OF '78** will hold it's 20th reunion, 11/28 at 6:30 p.m. at the Juke Box Night Fever Room. Tickets are \$18. Send payment to: Class of '78, Box 410033, Cambridge, 02141.
- ▶ **NEWTON NORTH HIGH SCHOOL CLASS OF 1988** is celebrating its 10th reunion on 11/27, at Post 440 in Newton. Call: 617-558-7167 for more info.
- ▶ **NEWTON HIGH SCHOOL CLASS OF 1973** is celebrating its 25th reunion on Friday 11/27 at the Westin Hotel in Framingham. Call Cammy Leone Nolan at 508-788-0540, or Paula Wrenn-Vogler at 781-598-3452.
- ▶ **BRIGHTON HIGH SCHOOL CLASS OF 1948** is planning its 50th reunion and is searching for class members. Any information please send name, address, and phone number to 50th Reunion, P.O. Box 550, Hull, MA 02045.
- ▶ **BROOKLINE HIGH SCHOOL CLASS OF 1973** is planning a reunion. Committee members and classmates' addresses wanted. Call: Barbara Fienman, 232-3511.
- ▶ **CHARLESTOWN PAROCHIAL SCHOOL, CLASS OF 1948.** If you graduated from St. Catherine's, St. Francis de Sales, or St. Mary's grammar school in 1948, call: 242-1939.
- ▶ **5TH ARMY VETERANS OF THE ITALIAN CAMPAIGN, WWII** are planning a nostalgic 10-day visit to Italy. Veterans of the 34th, 36th, 45th, 85th, 88th, 91st, 92nd and 10th and the many support outfits are encouraged to contact Sy Canton for information. Call: 516-432-3022.
- ▶ **FRANK V. THOMPSON JUNIOR HIGH SCHOOL.** Looking for all 1947 graduates to renew friendships at the 50th class reunion, to be held sometime this year. Call: 781-444-0317, 508-877-2471, or 963-6973.
- ▶ **HORIZONS FOR YOUTH CAMP** will be celebrating its 60th anniversary. Formerly known as Kiddie-Camp, we want to invite past campers and staff to get back in touch. Call: Sandra Boren, 781-828-7550.
- ▶ **JAMAICA PLAIN HIGH SCHOOL CLASS OF 1958** where are you? We are planning our 40th reunion. Write to Gerri Joyce, 107 Temple St., West Roxbury, MA 02132; or Jean M. Weners, 735 Randolph Street, Canton MA 02021.
- ▶ **NEEDHAM HIGH SCHOOL CLASS OF 1978** is holding monthly planning meetings for its 20th year reunion. Persons interested in helping to plan this event should call Laurie at 781-449-9444 or Carole at 781-444-9035.
- ▶ **OUR LADY OF THE PRESENTATION ACADEMY** in Brighton is planning a reunion and searching for missing classmates. Call: Kathleen Gasper Egan, 617-782-6977.

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# POLITICS

FROM PAGE 11

job description includes recruiting candidates by convincing them that running for office is a worthwhile way to serve their communities. "I think that's a very representative sample when you look at the last election," which featured a near record-low number of legislative candidates, Bickford said. "It's not as if people didn't try to recruit, because they did. "I think there is trouble with the system, and I think the correction is that the media has to correct itself and find the fine line between the public and the personal. If people are going to give up profits and give service back to the country, they shouldn't also give up the wall that is around their private lives." Senate President Thomas Birmingham (D-Chelsea) was a bit less downbeat. "I think [the level of disaffection] is very uneven. We had 10 candidates for the Eighth Congressional seat," Birmingham said

He said part of the reason so few people ran in this year's cycle could actually be a high degree of satisfaction with incumbents, who thanks to

"Political campaigning has gotten too ugly, with negative campaigning and a media focused on personal issues and personal attacks. People are saying, 'Enough, I don't want to do that.'"

*James Vaughn,  
head of Vaughn and Associates*

a good economy have been able to cut state taxes and make investments in environmental protection, education and social services.

"That doesn't mean people are going to throw parties for us. But it simply is a good time to be an incumbent," Birmingham said.

Vaughn, who's seen a lot of politics, said he was struck to learn that only 5 of the 48 women surveyed, or 10 percent, said they'd consider a run for office. Most of them said they feel they can do more good working for a nonprofit agency.

Vaughn was unhappy to report that he has no trouble understanding his classmates' perspective: "I would be part of that 'no' if I had responded," he said. □

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# THE CAMBRIDGE TAB

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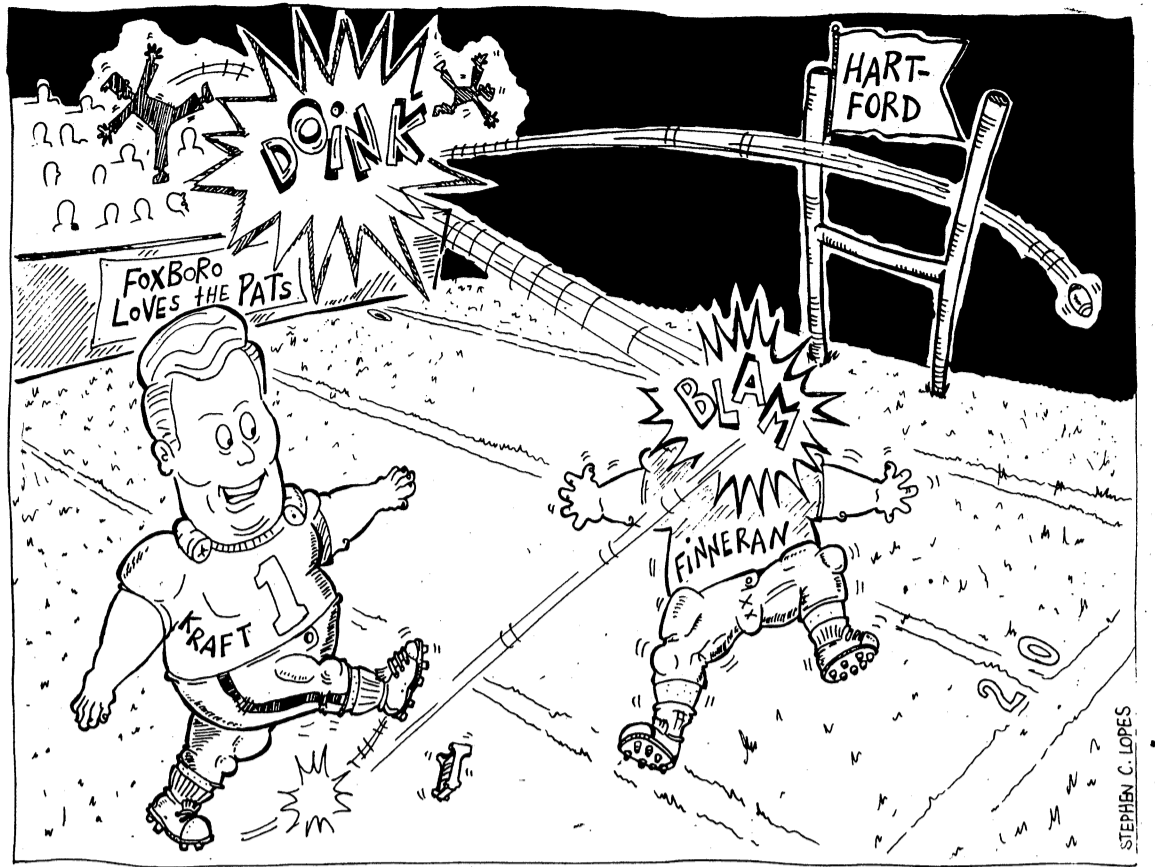
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## Tried and tested

In the coming week, we can all look forward to post-Thanksgiving dietary guilt and the anxious thrust starting the holiday shopping season: quite a time to receive the results of the MCAS, or Massachusetts Comprehensive Assessment System, exam.

Parents, students and educators are told: brace yourselves. The results of the tests taken by students in grades 4, 8 and 10 are in: the work of the spring is coming into harvest in fall. We shall see where the scythe falls.

Parents, students and educators are warned that, if test scores are low, not to come down too hard on the kids: after all, they are not the beneficiaries of the "teach-the-test" pedagogical approach to learning.

Even John Silber, whose reputation for compassion and tenderness remains largely unappreciated by the public, advises that the rod be spared.

Speaking of the MCAS genesis, Silber said, "There are frameworks where a test testing on all aspects of the framework could not be passed by a Ph.D."

Elementary schoolchildren are given a new test whose frameworks could not be passed by a Ph.D. and Silber cautions us to be understanding; when adults fail a new test to become these students' teachers, Silber criticizes the adults for not passing a test an 8th-grader could handle.

Perhaps the wrong test is being administered to the wrong people.

The test results will undoubtedly spark a new round of curricula debate, and swirling in the sound and fury is sure to be anxiety over how to prepare our children for the Millennium (more accurately, the Second Millennium, although few people call it this).

From the nation's president to the local school committee, the question is posed, How do we best prepare our children for 2000 — as if we were talking about preparing them for a long European vacation or a tour in outer space. We imagine that 2000 will mark some kind of worldwide watershed, the threshold of a bold, supertech renaissance, where children who cannot maneuver their way through cyberspace or be more familiar with Windows 2000 than with remedial Spanish will be sorrowfully left behind in horse-and-buggy 20th-century thinking.

It is likely, however, that the Second Millennium will not change much in America. Education problems prevalent in 1998 — poor student-to-teacher ratios; the difficulty of recruiting faculty talent; the dearth of updated and current texts; the need for a drug-free, gun-free, sex-offender-free school environment; and of course the tireless and tiresome debate over pedagogy — are likely to be with us in 2000 and well beyond.

The rhetoric of education reform should concern itself less with preparing for an imagined future and more with dealing with the undeniable reality of now.

Whatever the MCAS results will be for a given child, one thing remains certain: Adults keep secrets from children — things that life will reveal, but which parents never admit: that few people in high school who take trigonometry and analytic geometry end up using it in the real world; that no job interviewer will ask what you got on your SATs; that it matters more what you make of college than which college you get into; that more important than the content of learning are the skills of learning and the desire to learn; and that there is no test — not one — that accurately or adequately measures a person's worth, abilities, intelligence or what he or she can do, dream and become.

## CAMBRIDGE TAB, NOV. 23, 1998 Letters to the Editor

### Tax increase a big deal

I recently received my annual property tax bill for my commercial property in Cambridge. I am still in shock after reading it! I was positive someone had made some sort of error.

I proceeded to go directly to the assessor's office to clear up this matter. Apparently, my taxes had gone up \$17,000!! You could well imagine my shock at this point. The response I received from the clerk at the counter was, "That's no big deal," and started to laugh. I don't find this situation amusing. She then handed me a form to file for an abatement in disgust, and walked away.

First of all, why does the city need to raise taxes once again? It seems they still have a surplus from last year. This surplus would continue into this year as well. Secondly, a slight increase would be one thing, but an increase of one-third is criminal. This increase should be argued by everyone else in Cambridge.

The people I feel sorry for are the employees who won't get a pay raise because of this. I also feel sorry for the woman in the assessor's office who seems to feel this "is no big deal"!

It is a big deal!!

David A. Pallotta, Cambridge

### Avert the coming of 'Carmageddon'

Thank you for your recent article "T-Spending: Suburbs vs. City" (Nov. 10). Besides addressing the issue of whether the MBTA is doing enough to improve its urban service, the broader question of whether federal, state, and local authorities are serious about increasing public transportation use at all must also be raised.

The article cited that \$550 million in projected highway expansion is expected to be spent by 2010. This figure evidently does not include the estimated \$12 billion going towards the Central Artery project. Whatever its aesthetic merits, the Big Dig must certainly be classified as a road widening scheme, clearly dwarfing any and all expected public transportation funding.

It is important to recognize that Massachusetts is currently classified as being in statewide "serious noncompliance" with federal clean air standards. In 1975 a State Implementation Plan (SIP) was initiated in order to meet mandatory air quality levels. The uncompleted public transit projects that form the Attorney General's suit are themselves measures added to the SIP as mitigation for the Central Artery project, and are but one example of many by which the SIP has apparently been circumvented.

From its initiation, a key provision of the SIP included a commercial parking freeze in downtown Boston — from the waterfront to Mass. Ave. Subsequently, both East Boston and South Boston were included in the freeze area. During the recent building boom, both the effectiveness of a commercial parking freeze and authorities' commitment to reducing automobile travel have been seriously questioned since tens of thousands of employee and residential parking spaces have been constructed. Moreover, those living outside the boundaries of the freeze have seen an exponential increase in commercial parking.

Nowhere is this more apparent than in the already traffic-choked Fenway where it is estimated that approximately 40 percent of the area's land use is already dedicated to parking, and the most recent inventory counted more than 17,000 commercial parking spaces. Despite

vocal neighborhood opposition and its location next to the Fenway T-stop, approval was given for an 1,800 car facility at the Landmark Center. The Millennium air rights proposal calls for construction of a 900 car garage, establishing an auto-centered precedent for future projects over the turnpike. Apparently paving the way, so to speak, for the Fenway Park Megaplex, a recent study by the Boston Transportation Department included the recommendation for a five to six thousand car garage over the pike near Kenmore Square, where levels of airborne particulates are already among the highest in the Commonwealth.

Since the enactment of the State Implementation Plan, the number of registered cars in Boston alone has doubled. The latest survey by the Central Transportation Planning Staff showed that from 1980-1990, the share of metro Boston commuters traveling in single-occupant vehicles has risen from 37 percent to 43.7 percent while those utilizing public transit has decreased to 33.5 percent. And why not? Failure to invest in public transportation, combined with increasing parking availability and road capacity, all indicate that federal, state and local authorities are remiss in their obligation to support and fund sustainable transit options. Strict enforcement, control strategies, and a radical change in transportation policy are necessary to avert the coming of "Carmageddon."

James J. Morgan, Fenway Action Coalition, Boston

### Arafat should keep his promises

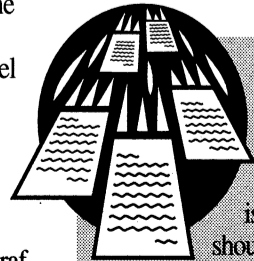
Poor Yassir Arafat. His time-proven technique of diplomacy is just not working.

President Arafat has signed four peace agreements with Israel. Each time he promised that he would eliminate from his Constitution (called the Covenant) those sentences that called for the destruction of the State of Israel and elimination of all the Jews living in Israel. He has also made minor promises, such as not to incite violence nor teach hatred, to limit his military in terms of weapons and numbers, and to generally cooperate with Israel and seek peace. He has not kept any of those signed promises. In the past, Israel has fulfilled all the promises it made at each of the peace conferences.

Now, again, there is a promise of land to be turned over by Israel to the Palestinians for peace. Unfortunately, Israel is not going to turn land over until the Palestinians fulfill their promises. The first promise was that the Palestinians would eliminate terrorism and that he, Arafat, would submit a plan to do so. That was step No. 1. It has not been fulfilled and, yet, Arafat is demanding that Israel keep its portion of the agreements and turn land over to his control immediately. Israel is justly refusing to turn land over until the promise of step No. 1 is completed.

Unfair! Israel has always kept its portions of the agreements. Why shouldn't Arafat do the same? After all, Israel, with all of the previous peace agreements, did everything that Arafat wanted without a single Palestinian promise being fulfilled in return.

Yale J. Berry, M.D., Brookline



### Tell us what you think!

We want to hear from you. Letters or guest columns should be typewritten and signed; a daytime phone number is required for verification. Letters should be 300 words or fewer; columns should not exceed 700 words.

By mail: The TAB Community Newspapers, Letters to the Editor, 254 Second Ave., Needham, MA 02494. By fax: (781) 433-8202. By e-mail: Tabnews@cnc.com

November 13, 1998

By Hand

Mr. Ranjit Singanayagam  
Zoning Officer  
Inspectional Services Department  
831 Massachusetts Avenue  
Cambridge, MA 02139

Re: 784 Memorial Drive - Application for Driveway Cuts and Openings

Dear Mr. Singanayagam:

On behalf of 784 Memorial Drive LLC, Spaulding and Slye Services Limited Partnership is submitting the attached application for two (2) new curb cuts: one on Putnam Avenue and one on Pleasant Street. If the new curb cuts are granted by the City as requested and without further  
→ restrictions or limitations, then 784 Memorial Drive LLC will relocate the two (2) existing curb cuts to the new locations.

The curb cut relocations are shown on the three plans enclosed with the application form:

1. **Site Plan Exhibit** - This shows the entire six acre site with the proposed master plan and the location of the new curb cut at Driveway A (Pleasant Street) and Driveway B (Putnam Avenue). Both these driveways will provide two-way access to the new and permitted 577-car parking  
→ garage. Vehicles parked in the garage will be able to utilize either driveway for exiting.  
→ Vehicles exiting the property at Driveway A onto Pleasant Street will be restricted to a right turn only directing traffic away from the neighborhood to Memorial Drive. Driveway B on Putnam Avenue will not have any lane restrictions therefore permitting vehicles to enter from and exit to Putnam Avenue in both directions.
2. **Pleasant Street Driveway A** - This engineered plan shows the new driveway at Pleasant Street which has been relocated approximately 112' to the west of the existing driveway and away  
→ from the intersection of Florence Street. Again, vehicles exiting this driveway will be restricted to a right turn only.
3. **Putnam Avenue Driveway B** - This engineered plan shows the new driveway at Putnam Avenue which has been relocated approximately 30' to the northwest of the existing driveway and away from the intersection of Pleasant Street. Again, there are no lane restrictions on this driveway.

Also enclosed are the 10 Abutter's Forms which have been returned to our office to date. On October 26, 1998 notification packages were sent out to 35 abutters (see attached list) via certified mail. We are making best efforts to secure additional responses from abutters and will forward them to your attention as we receive them. In our notice to abutters (see attached memorandum) we had requested that the forms be returned to our office by November 5, 1998. We will send out additional notices to ensure as complete a response as possible prior to the City Council hearing.

CITY OF CAMBRIDGE  
INSPECTIONAL SERVICES  
'98 NOV 13 PM 4:03

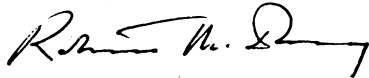
Comprehensive Real Estate Services

Mr. Ranjit Singanayagam  
November 13, 1998  
Page 2

Lastly, I have contacted Larry Acosta (City Arborist) regarding scheduling a hearing for the removal of the tree at the new location of the Putnam Avenue driveway (see attached letter dated October 26, 1998).

Please call should you need additional information or documentation.

Sincerely,



Robert M. Dickey  
Vice President

**784 Memorial Drive L.L.C.**

c/o Spaulding & Slye  
125 CambridgePark Drive  
Cambridge, MA 02140

To: Abutters of 784 Memorial Drive

Re: Application for Driveway Cuts and Openings  
City of Cambridge

Date: October 23, 1998

As the owner of the Polaroid site, 784 Memorial Drive LLC is preparing to resubmit an application to the City of Cambridge for two (2) new curb cuts: one on Putnam Avenue and one on Pleasant Street opposite Florence Street. If the new curb cuts are granted by the City as requested, then 784 Memorial Drive LLC will relocate the two (2) existing curb cuts to the new locations.

The curb cut relocations are shown on the three enclosed plans:

1. **Site Plan Exhibit** - This shows the entire six acre site with the proposed master plan and the location of the new curb cut at Driveway A (Pleasant Street) and Driveway B (Putnam Avenue). Both these driveways will provide two-way access to the new and permitted 577-car parking garage. However, vehicles exiting the property at Driveway A onto Pleasant Street will be restricted to a right turn only directing traffic away from the neighborhood to Memorial Drive.
2. **Pleasant Street Driveway A** - This engineered plan shows the new driveway at Pleasant Street which has been relocated approximately 112' to the west of the existing driveway and away from the intersection of Florence Street. Again, vehicles exiting this driveway will be restricted to a right turn only.
3. **Putnam Avenue Driveway B** - This engineered plan shows the new driveway at Putnam Avenue which has been relocated approximately 30' to the northwest of the existing driveway and away from the intersection of Pleasant Street.

Also enclosed is an Abutor's Form. Please indicate your approval or disapproval of the proposed relocations as indicated on this Abutor's Form and return the form by Thursday, November 5, 1998 using the enclosed stamped, addressed envelope. Be sure to include your name and the address of your property on the Abutor's Form. Additionally, we have added optional information to aid the City in making a determination on the new curb cuts.

If you have any questions about the Abutor's Form, please contact the Inspectional Services Department at (617) 349-6100. If you have any questions regarding the project and the proposed driveway relocations, please feel free to contact Rob Dickey of Spaulding & Slye at (617) 523-8000.

Thank you for your cooperation.

October 26, 1998

Larry Acosta  
City Arborist  
Department of Public Works  
147 Hampshire Street  
Cambridge, MA 02139

RE: Putnam Avenue Tree Hearing

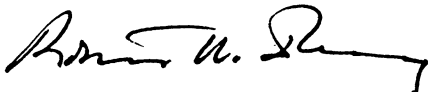
Dear Mr. Acosta:

Thank you for taking the time to discuss the process for scheduling a hearing to consider the removal of a city tree along the sidewalk (public R.O.W.) along Putnam Avenue near the intersection of Pleasant Street. 784 Memorial Drive LLC, a joint venture of Polaroid and Spaulding & Slye, is requesting this hearing in connection with the ownership's application to the City for a new curb cut at the Polaroid headquarters' site along Putnam Avenue.

As promised, I have enclosed a copy of the same package we sent to the abutters today (refer to Driveway B - Putnam Avenue). Our schedule is to complete our application to the City after we have received the abutters input, sometime between November 5th and 12th. After you have reviewed the information, please call me with your thoughts on the earliest possible date we could schedule the tree hearing. Also, I would like to discuss our landscaping plan at the corner of Pleasant Street and Putnam Avenue, and along Pleasant Street down to Florence Street.

Thank you for your assistance.

Sincerely,



Robert M. Dickey  
Vice President

RMD:jkl

enclosure

To: The Honorable, the City Councillors CNI, p. 1 of 5

From: The Co-Chairs of the Cambridgeport Neighborhood Initiative (CNI): Daphne Abeel, Gordie Fellman, Stash Horowitz, Anastasia Leotsakos, Maureen Van Stry, Elie Yarden

Date: November 19, 1998, for Council meeting of Nov. 23, 1998

Re: Spaulding & Slye application for two new curb cuts for 784 Memorial Drive (600-car garage made conditional upon Right Turn Only restriction from one garage exit, and its negative impacts on neighborhood traffic.

1. By the attached two letters, one sent to abutters dated Oct. 23, 1998, and the other to Inspectional Services dated Nov. 13, Spaulding & Slye twice mentions that Right Turn Only restrictions will exist on vehicles exiting the proposed 600-car garage from the new curb cut 112 ft. closer to Memorial Drive.
2. If this is allowed by TP&T (we are not aware of any approval yet), all traffic exiting onto Pleasant St. in peak afternoon hours (4:15 - 6:45pm week days) will be forced to break into the 60-80 car queues backed up from River Street to Magazine St., an impossibility. This traffic will then turn around and cut through our neighborhood streets, an unacceptable alternative.
3. The proponent, in the Nov. 13 letter, conditions his curb cut relocation on "without further restrictions or limitations," again implying to the City a "take it or leave it" attitude.
4. Of 10 abuttor responses in the Clerk's file on Nov. 19, 5 are disapprovals, 3 approvals, 2 neither. CNI is aware of other disapprovals that have not, strangely, entered the file.

Consent Communication #21

7645

A communication was received from the Co-Chairs of the Cambridgeport Neighborhood Initiative, regarding Spaulding & Slye application for two new curb cuts for 784 Memorial Drive, 600-car garage, made conditional upon Right Turn Only restriction from one garage exit.

In City Council November 23, 1998

**PLACED ON FILE**